

July 15, 2003

Captain Charles Otto III
USPHS
Centers for Disease Control and Prevention
NCEH / Vessel Sanitation Program

Cc: Donald Ackerman
Jaret Ames

Captain Otto,

I have received a completed inspection report for Arabella (inspection held July 8, 2003) and would like to address each issue of concern. We are currently taking corrective actions as prescribed by the Vessel Sanitation Guidelines. I have itemized the list as follows:

Item No. 1 Ref No. 8

The halogen chart did not have a range of 0.0 to 5.0.

Up to the inspection we had been using blank manually annotated circular charts as per a previous VSP Inspector. Due to our inability to locate proper chart paper within the range required, our proposed solution is to have printed the required range 0.0 to 5.0 using a custom calibrated device on the charts we have

Item No. 2 Ref No. 8

Sample cock installation on the production line 3 meters down from the halogen injection point.

There is a sample cock located on the production water line just over 3 meters after the halogen injection point before moving back aft to the tanks. The sample cock is labeled, however the newly arrived engineer (2 days) did not know the location of this sampling port. Proper training and familiarization of this system and the requirements for periodic sampling during production have been conducted.

Item No. 3 Ref No. 3

Production water from RO was not halogenated to 2.0 ppm.

The lack of proper log keeping has been addressed and samples are being tested and logged at least every 4 hours during production.

Item No 4. Ref No. 20

The cutting boards were pitted and scored.

We have replaced all cutting board as required by 7.4.1.1.2 (4).

Item No. 5 Ref No. 16

A package of cheese and a package of meat were not marked with a use by date.

When the meat and cheese were opened, the existing packaging no longer protected the integrity of the contents from cross-contamination so the cheese and the meat were stored in 2 plastic zip lock bags as per 7.3.3.2.1. However, once placed in the zip-lock bags, the food was not labeled with a use by date as per 7.3.5.3.2 (2). This shall be done with all opened containers of food and spot inspections shall be done to ensure that we maintain a safe and wholesome food supply onboard.

Item No. 6 Ref No 20

The muffin pan was soiled with a food residue.

The old muffin pan was discarded and a new one put in its place. The new one has a smooth surface that is easier to clean and maintain with no difficult to clean seams.

Item No. 7 Ref No. 26

Same as Item No. 6

Item No. 8 Ref No. 26

There were utensils that were soiled with food residue.

Two manually operated can openers were found to have food residue on them. They have been cleaned and sanitized along with other utensils located in the same storage compartment.

Item No. 9 Ref No. 33

There were loose profile strips in the galley.

The profile strip has been fixed.

Item No. 10 Ref No. 10

The halogen reading for the spa was not being monitored every hour.

The spa on board Arabella is relatively small (capacity is 4-6 people) and is open for an average of 4 hours daily while carrying passengers. We do maintain a free residual bromine level between 4.0 ppm and 10.0 ppm. We had been monitoring the spa prior to opening for passenger use and monitoring again at closing. We have always maintained a free residual bromine level within the designated parameters. The spa is then shocked for at least 1 hour before emptying each day. The lack of proper log keeping has been addressed and the spa is being tested every hour while in operation.

Item No. 11 Ref No. 21

Difficult to clean gaps were present between exteriors of ovens, including microwaves. Extra care is being taken to clean and disinfect the tight areas between the microwaves and the oven. They are being cleaned on a twice daily basis.

Item No. 12 Ref No. 20

Domestic food equipment was found in the galley: food processor and blender.

Due to the size of our galley and the small number of people we prepare food for, we have in place a food processor and a blender that are compact in size purchased off the shelf in a local restaurant supply company. Neither states that they are NFS

approved, however they do meet the qualifications for food contact equipment as stated in the VSP operation (7.4.1.1). They both are durable, corrosion-resistant and non-absorbent (7.4.2.1.1). Neither allows for migration of deleterious substances nor imparts colors, odors or tastes to food. Both are of sufficient weight and thickness to allow repeated warewashing for the food contact parts.

Item No. 14 Ref No. 40

The current plan does not represent the practices that are occurring onboard the vessel.

Arabella has an Integrated Pest Management Plan to address effective monitoring and control strategies for any pests found on board (8.1.1.1). We do inspect the vessel first thing each morning and late each evening while the boat is in service each season. During bi-yearly maintenance/drydock we inspect one time daily upon opening the boat each day – no crew lives aboard at this time, no food is stored aboard and garbage is removed from the boat daily. We keep a pest-sighting log and the stewards department is responsible for daily maintenance. We also have a passive surveillance system to include glue traps, which are replaced every three months. This procedure is also kept in the IPM log. We carry only pyrethrum-based pesticide on board. I have certification in IPM and am the point of contact immediately in the event that a pest is sighted. I believe our program does reflect the current plan and practice on board – as put into place using the guidelines stated in the VSP manual.

Item No. 15 Ref No. 33

The gap underneath the hand-washing sink was covered with a metal tape, but a more permanent solution should be found.

We realize that the coverage around the drain pipe leaving the hand washing sink and going through the gap in the bulkhead panel beneath is rudimentary, however we do need to have access behind the panel to check the drain lines from both the sink and the beer tap (the gap is located in an access panel). Each time we remove the panel the metal tape is removed, once work is complete the panel is cleaned up, installed and new metal tape is put in place around to close up the gap. At next drydock, we will have a fixed metal piece fabricated as a more permanent solution.

I hope that you find each corrective action taken as being positive in reference to the health and safety of both crew and passengers on board Arabella. However, please contact me if you have any questions or concerns regarding our actions.

Best Regards,

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